

as "retained earnings" while the other \$2 million would be classified as "acquired equity."

Many credit union mergers are done at the request of the NCUA as a way of dealing in a constructive way with troubled institutions. Accordingly, it is in the public interest to redefine the term "net worth" for PCA purposes so that a credit union is not unfairly penalized and its net worth diminished merely because of an antiquated definition contained in the Federal Credit Union Act. It is with this in mind that I have introduced H.R. 1042 today. I hope that we will be able to move this important legislation for credit unions through the Financial Services Committee and this body in a timely fashion.

HONORING THE CONTRIBUTIONS  
OF LAREDO CITY COUNCILMAN  
ALFREDO AGREDANO

**HON. HENRY CUELLAR**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. CUELLAR. Mr. Speaker, I rise today to honor the important contribution of Council Member District 1 Alfredo Agredano in Laredo, TX in my Congressional District.

Alfredo Agredano was born on August 28, 1948 in Grafton, North Dakota. He was the second of 9 children born to migrant workers Norberto and Francisca Agredano. After attending elementary schools in Corpus Christi, TX, Mr. Agredano and his family moved back to Laredo, TX at the age of thirteen. From there he attended L.J. Christen Jr. High School and graduated from Martin High School in 1968.

The following year he went on to joining the United States Marine Corps. During his stay, he became a Viet-Nam veteran and received an Honorable Discharge from the Marine Corps with the rank of sergeant. Not only did Mr. Agredano serve his country proudly, he also went on to earn an Associate Degree in Law Enforcement from Laredo Community College.

Mr. Agredano went on to work for the Laredo Fire Department for 7 years. For the past 25 years he has been an employee of the United States Post Office.

As a long life resident of Laredo, TX, Mr. Agredano went on to be elected to the Laredo City Council in 1998 and re-elected in 2002 in which he ran unopposed.

Councilman Agredano has been married to Geraldine Valdez for the past 21 years. He has 8 wonderful children and 3 grandchildren.

Mr. Speaker, I am proud to have this opportunity to recognize the hard work of Councilman Alfredo Agredano.

EXPRESSING SYMPATHY TO  
JUDGE JOAN HUMPHREY  
LEFKOW AND FAMILY

**HON. RAHM EMANUEL**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. EMANUEL. Mr. Speaker, I rise to express my sincere sympathy to Judge Joan

Humphrey Lefkow and her entire family after the tragic deaths of her husband, Michael F. Lefkow, and her mother, Donna Grace Humphrey.

The city of Chicago and the entire nation have been shaken by these horrific murders. While we watched the headlines every day this week, we ask ourselves how such terrible crimes could have taken place, and we hope those answers come sooner than later.

Michael Lefkow spent his life fighting to protect civil rights for all Americans—marching with Martin Luther King, Jr., arguing cases before the Supreme Court, and representing the poor and underserved in his law practice. To all who knew and loved him, Michael was a dedicated family man and an active member of his church who used his time and his expertise to make life better for so many others.

Judge Lefkow is also a dedicated public servant, committed to her family and her community and with a reputation for fairness in her judicial decisions.

I want to particularly express sympathy to Michael Lefkow's daughter and Donna Humphrey's granddaughter, Laura, who attended high school on the northwest side of Chicago, won my district's entry in the Congressional Arts Contest in 2003, and volunteered in my Washington office during the summer of 2004.

Mr. Speaker, my prayers and thoughts are with Judge Lefkow, Laura, and the entire Lefkow family in this difficult hour.

AMTRAK FUNDING

**HON. STEPHANIE TUBBS JONES**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mrs. JONES of Ohio. Mr. Speaker, I rise to express my dissatisfaction with the President's Fiscal Year 2006 budget that zeroes out funding for Amtrak, eliminates funding for high-speed rail, and provides \$360 million to the Surface Transportation Board to maintain existing commuter operations should Amtrak shut down.

The shutdown of Amtrak would cause wide disruption and hardship. Millions of passengers—many of whom can't afford a car or a plane ticket—would be stranded. Millions of travelers would be added to already congested roads and airports.

Residents of 106 U.S. cities, which have no air service and are well over 25 miles away from the nearest airport, would have to find new transportation alternatives.

Amtrak's 20,000 workers would be out on the streets looking for new jobs. Local economies and businesses that have benefited from Amtrak's service would suffer.

Amtrak serves my state of Ohio with four long-distance trains: The Capital Limited (daily Chicago-Cleveland-Pittsburgh-Washington, DC); The Cardinal (tri-weekly Chicago-Cincinnati-Washington, DC-New York); The Lake Shore Limited (daily Chicago-Cleveland-Buffalo-Boston-New York); and The Three Rivers (daily New York-Philadelphia-Akron-Chicago).

During Fiscal Year 2004 Amtrak served the following Ohio locations:

City and ridership; Akron—7,930; Alliance—2,324; Bryan—6,204; Cincinnati—11,632;

Cleveland—35,394; Elyria—2,651; Fostoria—1,935; Hamilton—1,483; Sandusky—4,098; Toledo—59,661; and Youngstown—4,417.

Total Ohio Ridership: 137,729.

Amtrak expended \$9,567,180 for goods and services in Ohio in Fiscal Year 2004. Much of this money was spent in the following locations: Cleveland, \$2,458,778; and Columbus \$1,540,264.

During fiscal year 2004, Amtrak employed 88 Ohio residents. Total wages of Amtrak employees living in Ohio were \$4,609,915 during this period.

The Railroad Retirement and Unemployment programs, which cover employees of all railroads, freight and passenger, would be depleted. According to the Railroad Retirement Board, without the participation of Amtrak, employer and employee payroll taxes would need to be increased from the current 16 percent to 27 percent in 2027. Those tax increases, however, would ultimately be insufficient and serious cash flow problems for Railroad Retirement would begin in 2031.

Cash reserves for the Railroad Unemployment Insurance Account would be exhausted by 2006, and nearly \$297 million would have to be borrowed from the Railroad Retirement account to make up for losses. Ultimately, Amtrak's unemployment benefit costs would be borne by other railroads. In Fiscal Year 2004, Ohio had a passenger rail ridership of 137,729.

While the United States once had a passenger rail system that was the envy of the world, a lack of capital investment has stalled the advancement of corridor development throughout the country.

Dependent upon an annual federal appropriation, Amtrak's national network is constantly threatened by under-investment, lack of a clearly articulated federal rail policy, and an uncertain future.

Mr. Speaker, I rise to reiterate my outrage over a budget that cuts out a program that carried 25 million passengers in 2004; operates a nationwide rail network, serving over 500 stations in 46 states on 22,000 miles of track with approximately 20,000 employees; and operates 300 daily intercity trains, approximately 850,000 commuters each day depend on operating agreements with Amtrak, Amtrak-owned infrastructure, or shared operations.

INTRODUCTION OF "INFORMATION  
PROTECTION AND SECURITY  
ACT" AND "SOCIAL SECURITY  
NUMBER PROTECTION ACT"

**HON. EDWARD J. MARKEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. MARKEY. Mr. Speaker, today I am introducing two bills aimed at protecting the privacy of personally identifiable individual information and making it more difficult for unauthorized persons to obtain access to such data.

In Bonfire of the Vanities, the novelist Tom Wolfe wrote about "The Bororo Indians, a primitive jungle tribe who live along the